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bound for Port Inglis, with 30 in the crew; vessel sails in ballast; time of last exposure, 11.40 a. m. Fumigated the Danish steamship *Frumentia*, bound for Pensacola; vessel sails in ballast; time of last exposure, 3 p. m. The *Wanderer* left an enteric or typho-malarial case here in the hospital. The *Frumentia*, a day or two after arrival, had one of the crew die of pernicious fever, contracted probably on the coast of Africa about six weeks previously. An indorsement in accordance with the above was made on the respective bill of each of these vessels. No quarantinable disease reported during the week. Mosquitoes scarce, but *Stegomyia* are present.

Week ended June 15, 1907: June 11—Fumigated the British steamship *Alexandrian*, bound for Tampa, with 44 in the crew and 3 passengers; vessel sails in ballast; fumigated, with time of last exposure 9 a. m. June 12.—Fumigated the British steamship *Venango*, bound for Galveston, with 27 in the crew; vessel sails in ballast; fumigated, with time of last exposure 3.25 p. m. Fumigated the German steamship *Ilmenŭ*, bound for Gulf port, with 25 in the crew; vessel sails in ballast; fumigated, with time of last exposure 3.30 p. m. Inspected the British steamship *Cayo Bonito*, bound for a port via Coatzacoalcos, with 33 in the crew; vessel sails in the remainder of a European cargo. June 13—Inspected the American steamship *Esperanza*, bound for New York via Progreso and Habana, with 97 in the crew, 60 cabin, and 24 steerage passengers; vessel sails in general cargo. June 14—Inspected the British steamship *Fernfield*, bound for an American port via Progreso, with 27 in the crew; vessel sails in ballast. No quarantinable disease reported during the week. Mosquitoes are few. Rains during the last three consecutive nights indicate the beginning of the rainy season, with improved sanitary conditions.

NICARAGUA.

Report from Bluefields, fruit port—Improved sanitary conditions—Coastwise passenger traffic on fruit vessels to be resumed conditionally.

Acting Assistant Surgeon Layton reports as follows:

Week ended June 17, 1907. Present officially estimated population, 2,800; general sanitary condition of this port and the surrounding country during the week, improved. Continuous heavy fall of rain has entirely relieved water famine. There is a noticeable improvement in the streets, the rains having carried away nearly all the filth and garbage.

Bills of health issued to the following-named vessels:

Date.	Vessel.	Destination.	Number of crew.	Number of passengers from this port.	Number of passengers in transit.
June 14	Mount Vernon	Mobile	20	0	0
15	John Wilson	New Orleans	17	4	0
17	Bluefields	New Orleans via Bocas del Toro, Panama.	23	3	0

Acting Assistant Surgeon Thomas was here during the past week. It was agreed that fruit steamers from the United States might again engage in the coastwise passenger trade between Cape Gracias á Dios, San Juan del Norte, and Bluefields, Nicaragua, on their way south to this port, provided the Bluefields Steamship Company will pledge itself not to carry on any of their vessels troops returning from Spanish Honduras.

PANAMA.

Report from Colon—Quarantine against Trinidad on account of plague.

Acting Assistant Surgeon Scales reports, June 19:

The latest United States bills of health from Port of Spain, Trinidad, report 2 cases and 2 deaths from bubonic plague.

The quarantine officials have taken immediate measures to prevent introduction of the disease into this port. These consist of close examination and inspection, together with quarantine, of all steerage passengers embarking at that port, and placing poison on all wharves in Colon to kill rats.

CIRCULAR.

[Inclosure.]

OFFICE CHIEF QUARANTINE OFFICER, ISTHMIAN CANAL ZONE,
Ancon, Canal Zone, June 19, 1907.

To steamship agents, captains of vessels, and others:

SIRS: In view of the fact that plague has appeared and exists in Trinidad, British West Indies, the following quarantine regulations are hereby promulgated and become effective this date:

(1) Vessels making Port of Spain a port of call en route to Colon must lie in the open bay, anchored a considerable distance from the shore.

(2) While discharging and loading cargo at Port of Spain such work must be performed only during daylight, and the captain of the vessel will be required to make an affidavit that this regulation has been obeyed. No lighters must be allowed alongside of the ship at night, and those containing unfinished cargo must be anchored some distance from the vessel. During loading and unloading cargo every precaution must be taken to prevent rats from gaining access to the vessel from lighters alongside.

(3) Steerage passengers embarking at Port of Spain for the Isthmus of Panama will be held in quarantine 5 or 7 days, as exigency may require, upon arrival at Colon; the expense of which will be charged against the steamship company whose vessel brought such passengers. Effects of all such steerage passengers will be disinfected upon arrival at Colon.

(4) No attempt at evasion of paragraph 4, given above, by bringing passengers ordinarily steerage as cabin class, will be allowed, and such a procedure will probably result in delay to the ship. Furthermore, an evasion of the regulation regarding steerage passengers by embarking such persons at the port of La Guaira or adjacent ports that have proceeded there with the intent of evading the quarantine regulations will not be allowed. The quarantine officer in such cases will use his own judgment and discretion, and any such passengers will be held in quarantine at the expense of the steamship company.

Respectfully,

J. C. PERRY,
Chief Quarantine Officer.